

209220-7034000

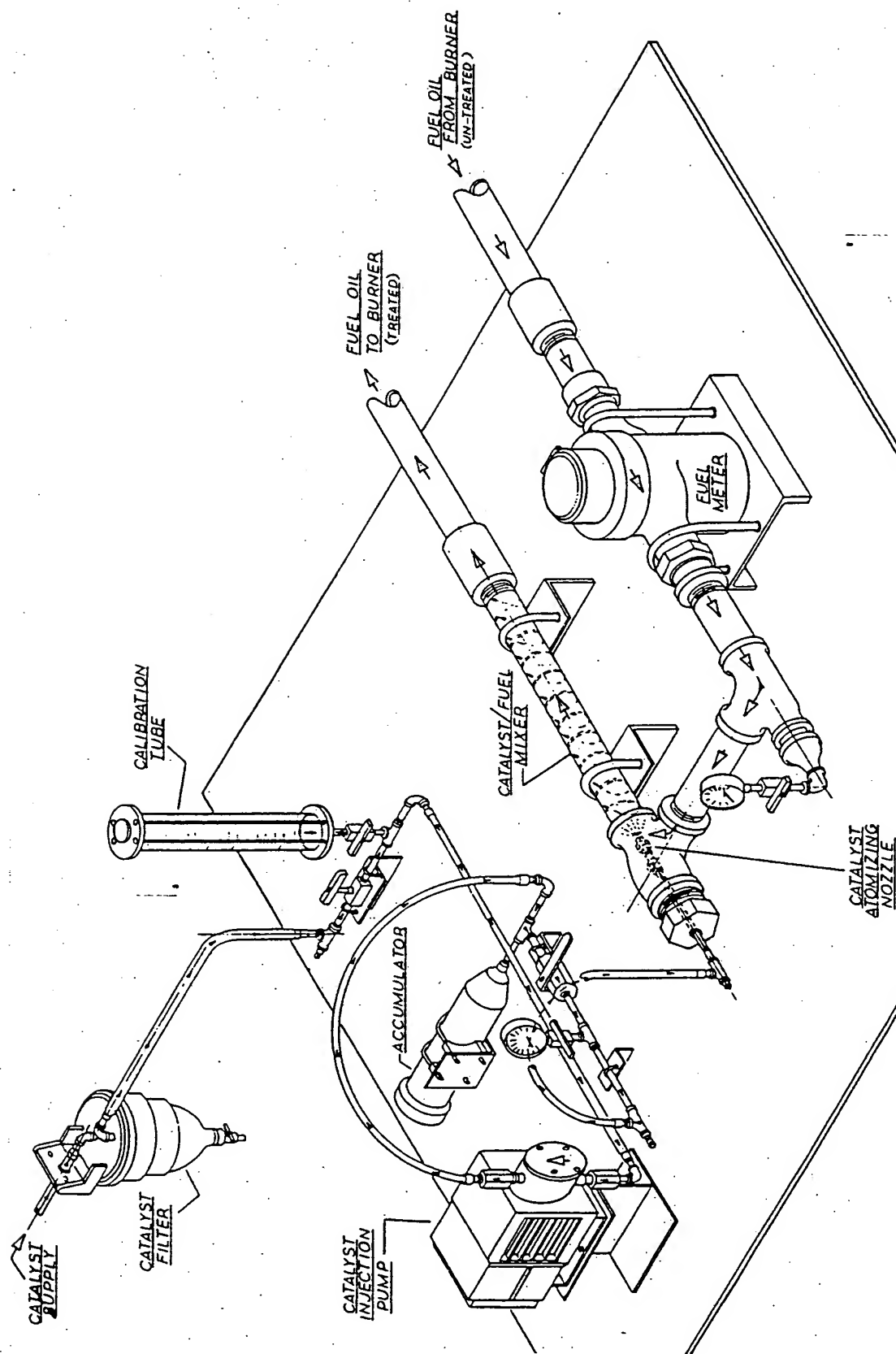


Figure 1: Metered Injection Pumping System for adding resid fuels

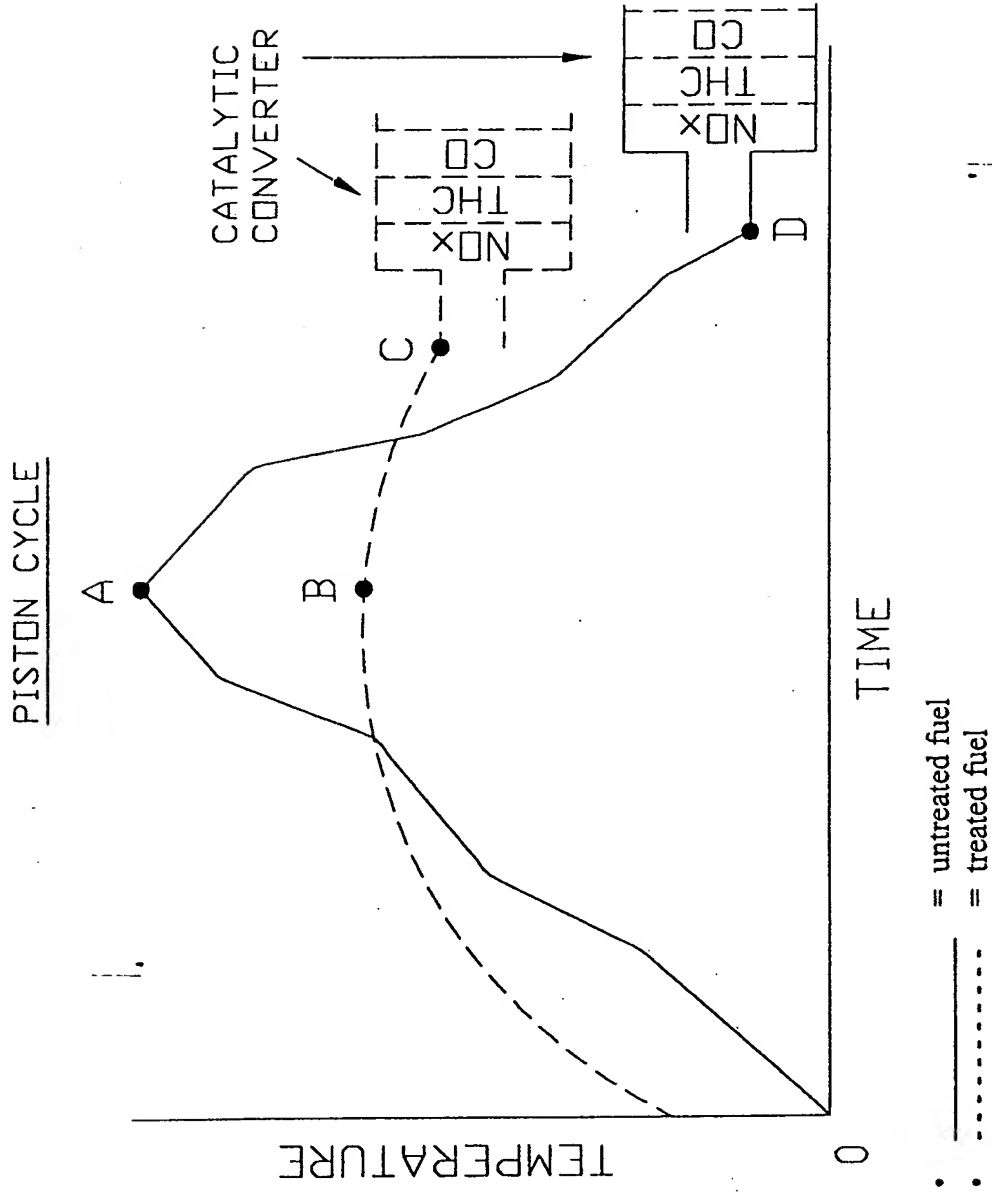


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

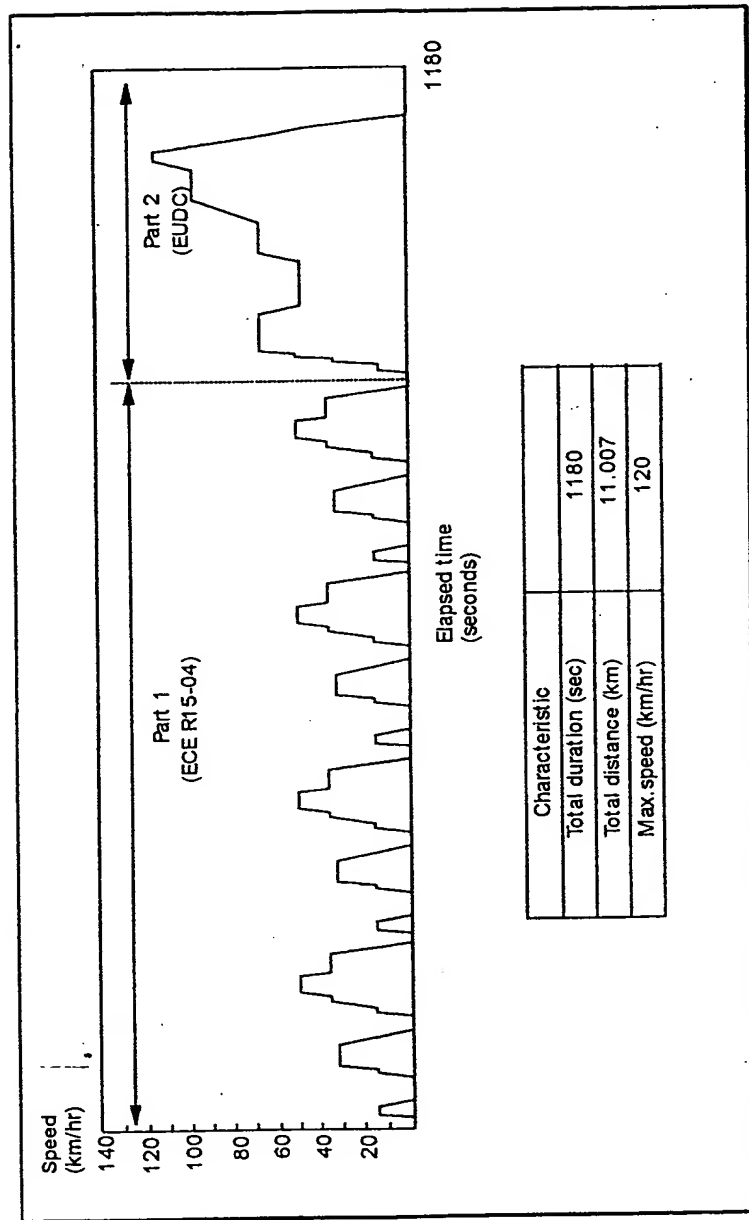


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

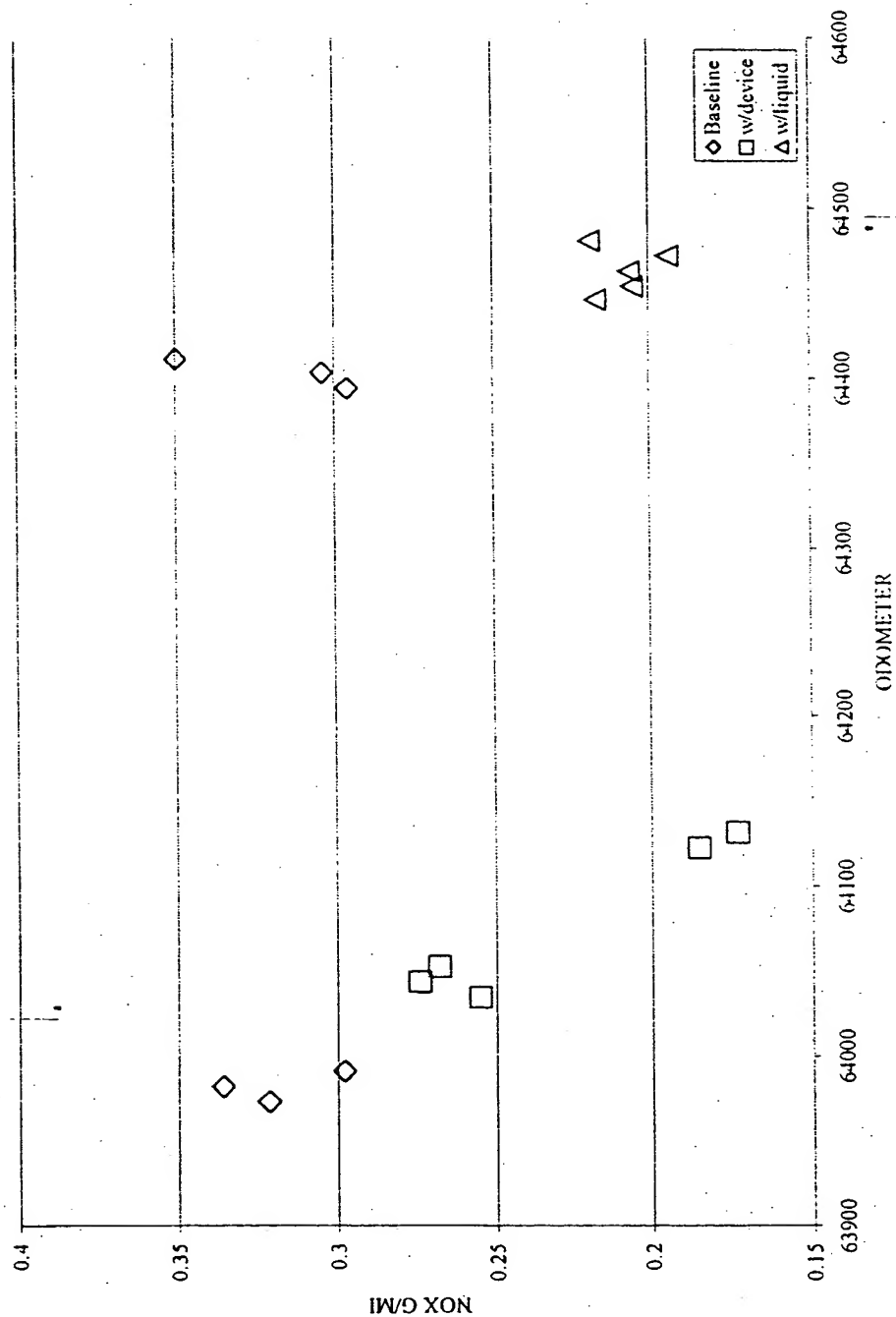


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

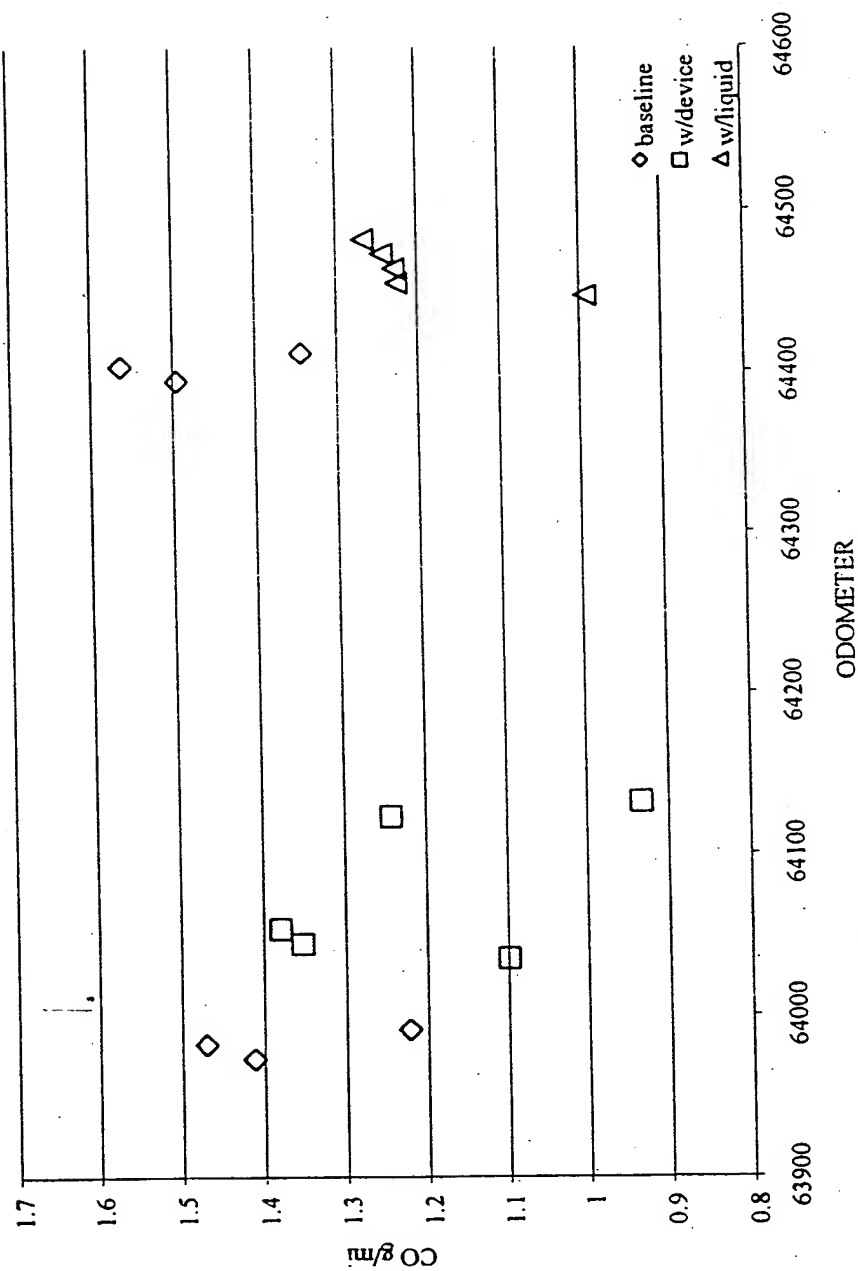


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

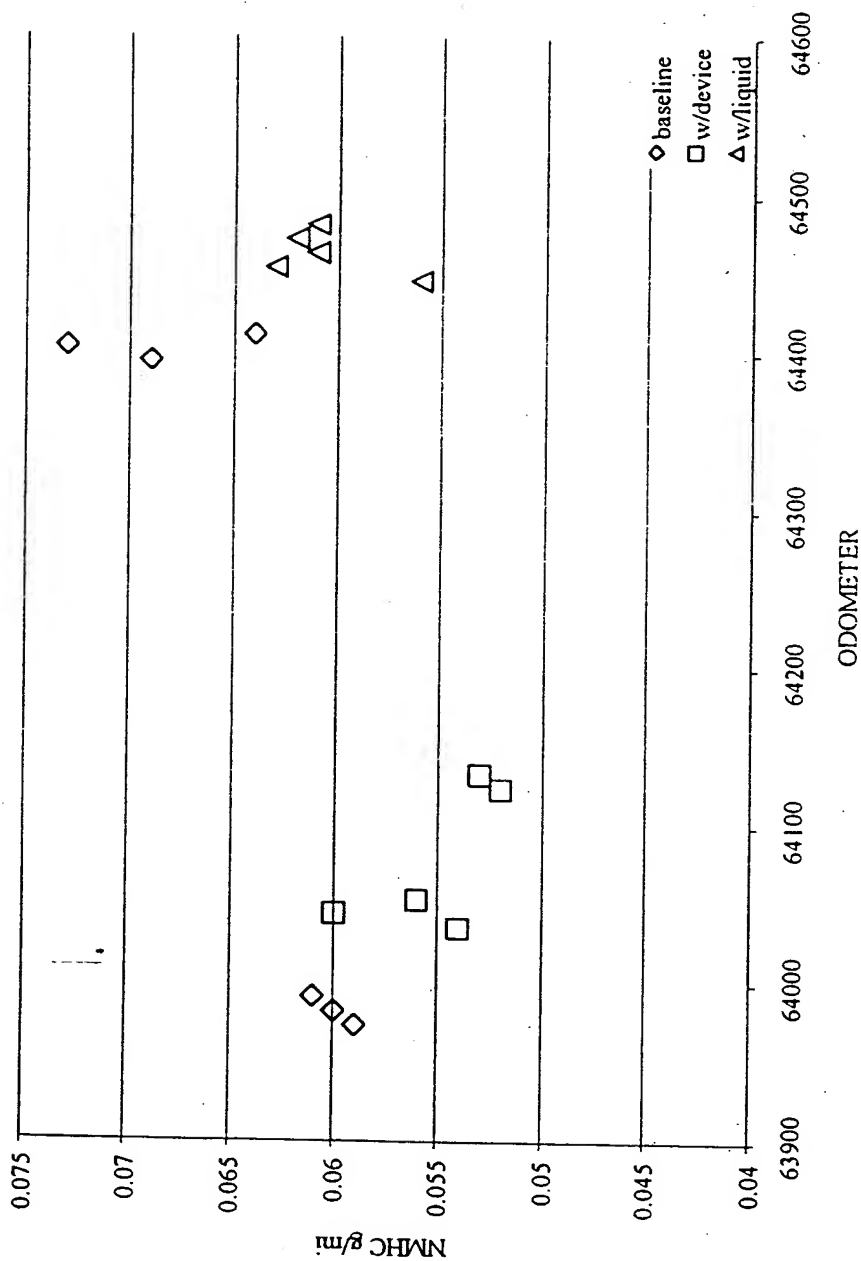


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

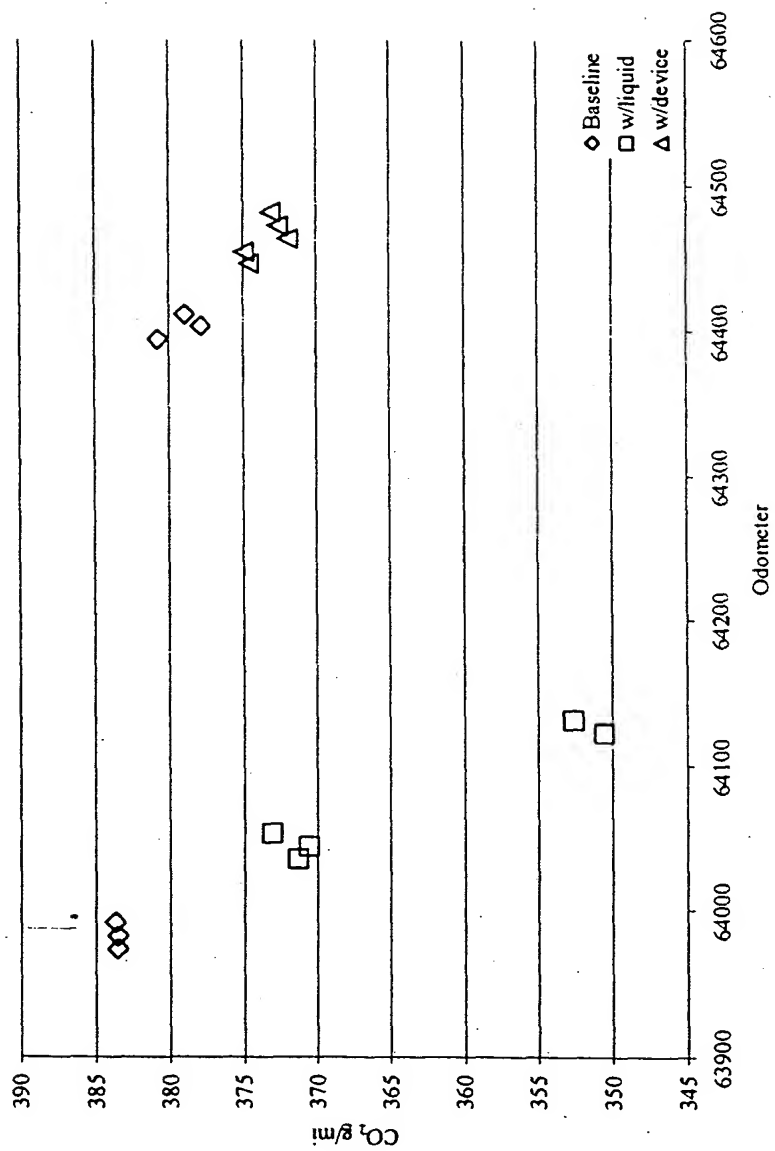


Figure 8: CO₂ emissions as a function of odometer miles for a Ford Taurus

200200 T030300

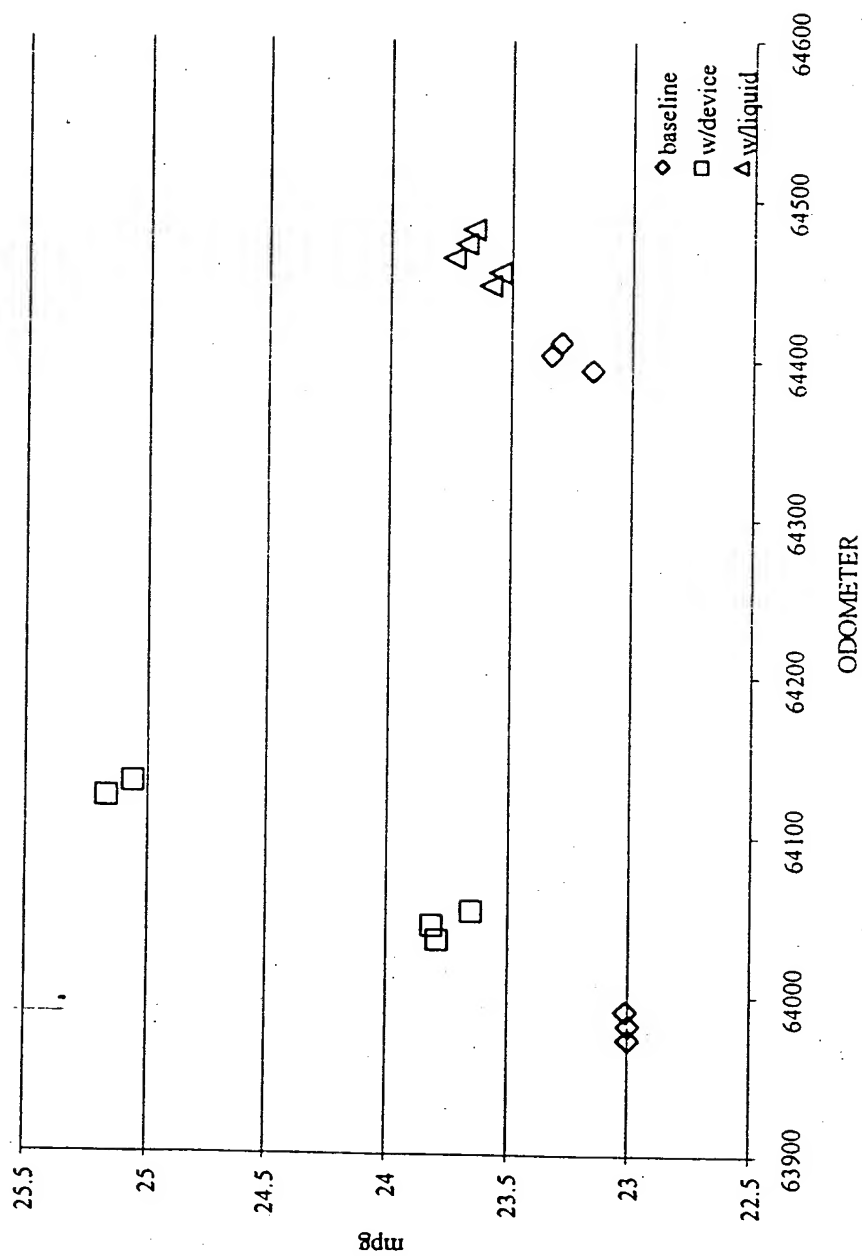


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

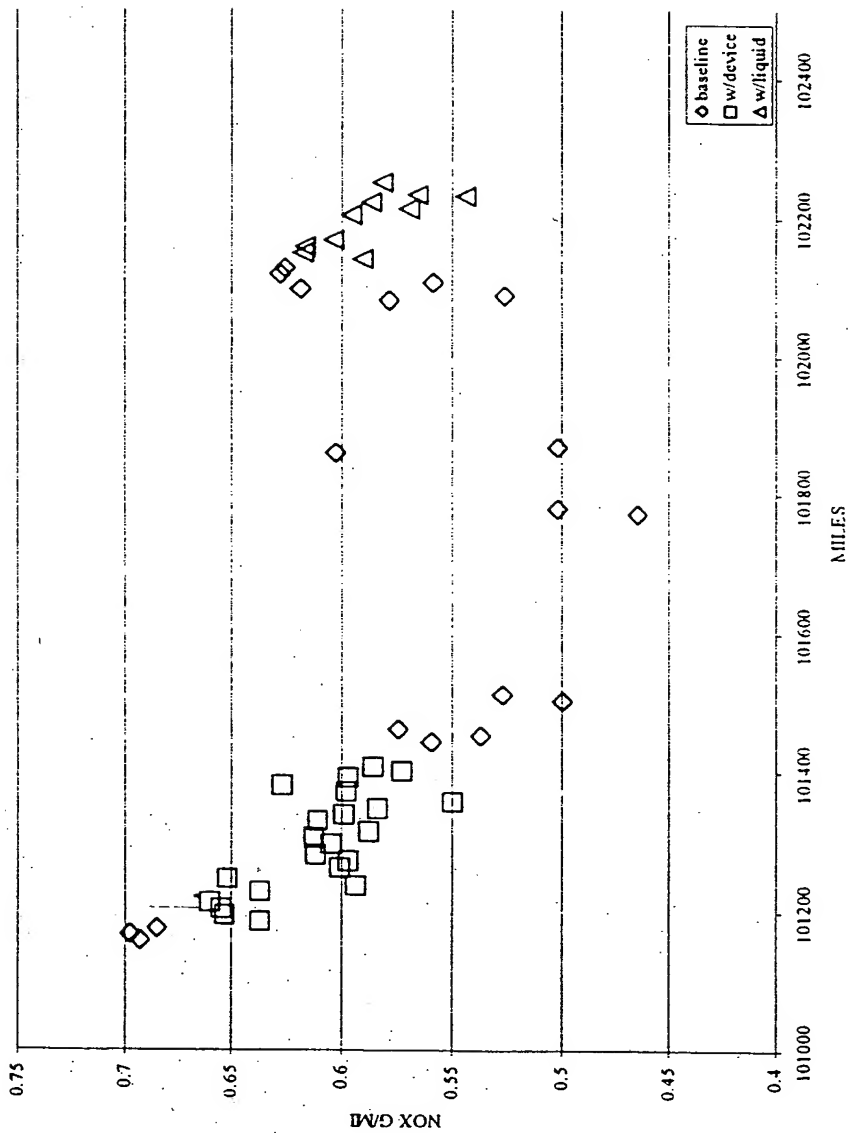


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

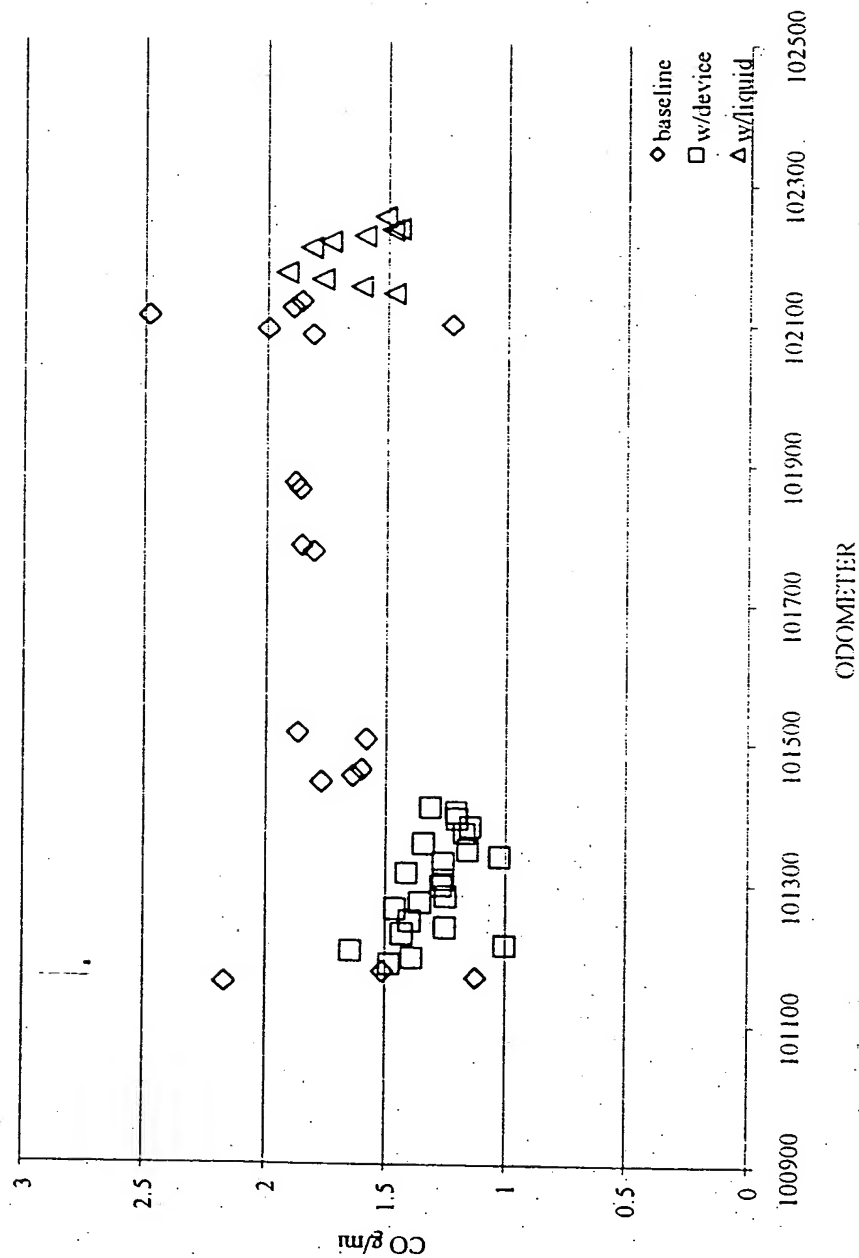


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

A scatter plot showing NMHC concentration (g/mi) on the y-axis versus ODOMETER (miles) on the x-axis. The y-axis ranges from 0.015 to 0.045 g/mi with major ticks every 0.005 units. The x-axis ranges from 101000 to 102400 miles with major ticks every 200 miles. Three data series are plotted: 'baseline' (diamonds), 'w/device' (squares), and 'w/liquid' (triangles). The 'baseline' series shows the highest concentrations, generally between 0.030 and 0.040 g/mi. The 'w/device' series shows intermediate concentrations, generally between 0.020 and 0.030 g/mi. The 'w/liquid' series shows the lowest concentrations, generally between 0.025 and 0.035 g/mi. There is a general downward trend in NMHC concentration as the odometer reading increases, particularly for the 'baseline' and 'w/liquid' series.

ODOMETER (miles)	baseline (g/mi)	w/device (g/mi)	w/liquid (g/mi)
101050	0.038		
101150	0.037	0.021	
101200	0.036	0.021	
101250	0.035	0.022	
101300	0.034	0.023	
101350	0.033	0.024	
101400	0.032	0.025	
101450	0.031	0.026	
101500	0.030	0.027	
101550	0.029	0.028	
101600	0.028	0.029	
101650	0.027	0.030	
101700	0.026	0.031	
101750	0.025	0.032	
101800	0.024	0.033	
101850	0.023	0.034	
101900	0.022	0.035	
101950	0.021	0.036	
102000	0.020	0.037	
102050	0.019	0.038	
102100	0.018	0.039	
102150	0.017	0.040	
102200	0.016	0.041	
102250	0.015	0.042	
102300	0.014	0.043	
102350	0.013	0.044	
102400	0.012	0.045	

Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

2000 Report

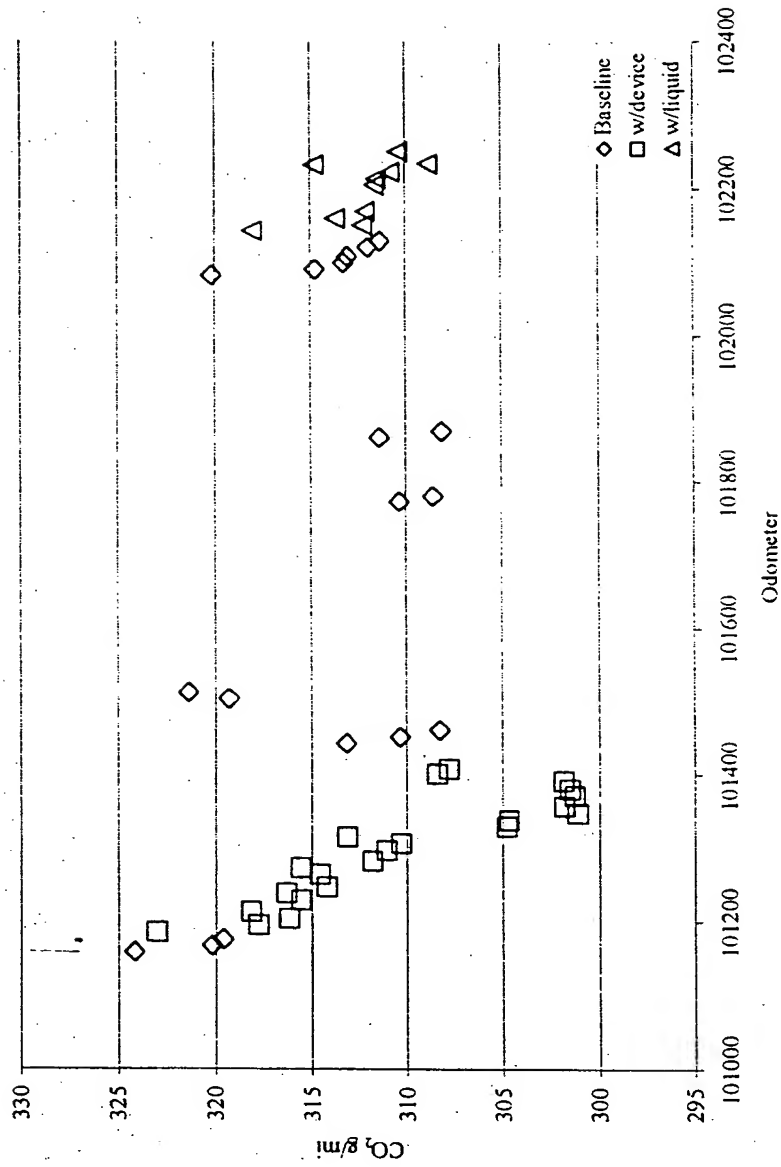


Figure 13: CO₂ emissions as a function of odometer miles for a Honda Accord

2020-10-01

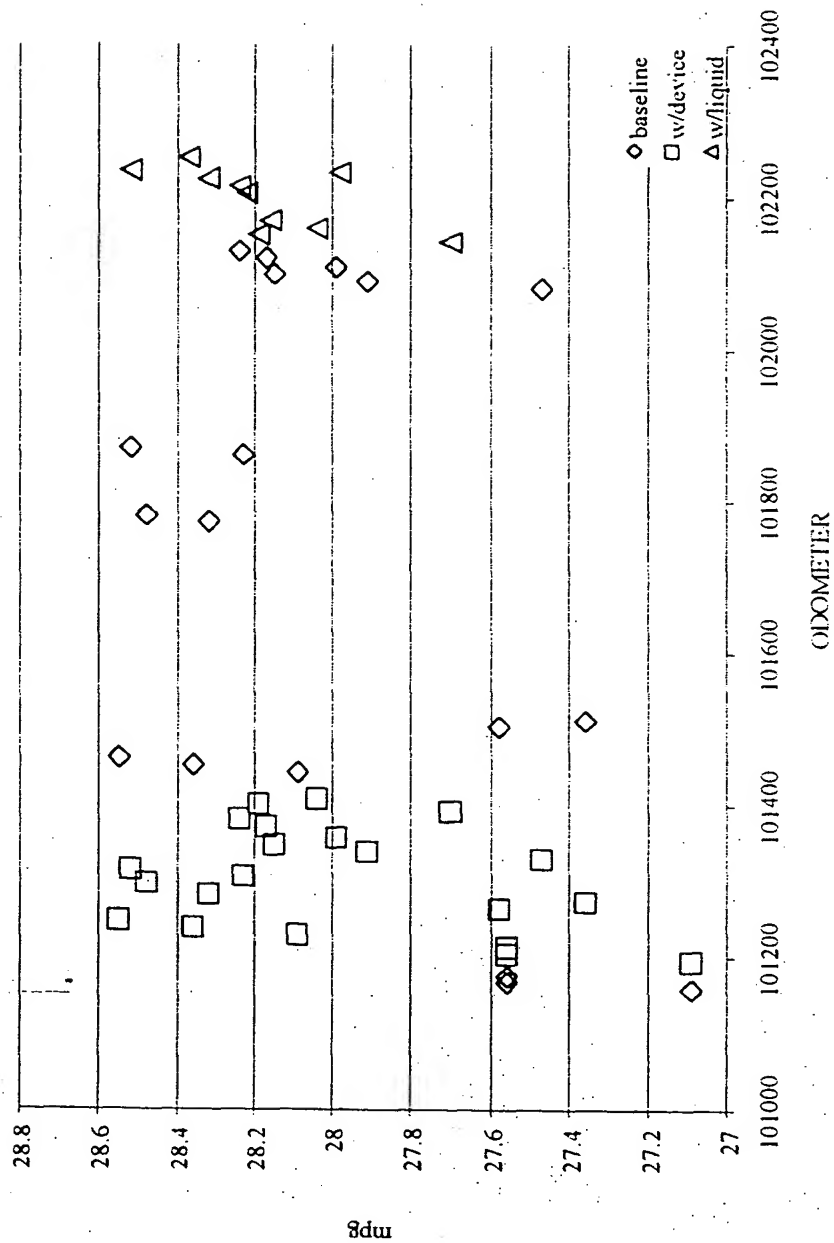


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

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COE 1000

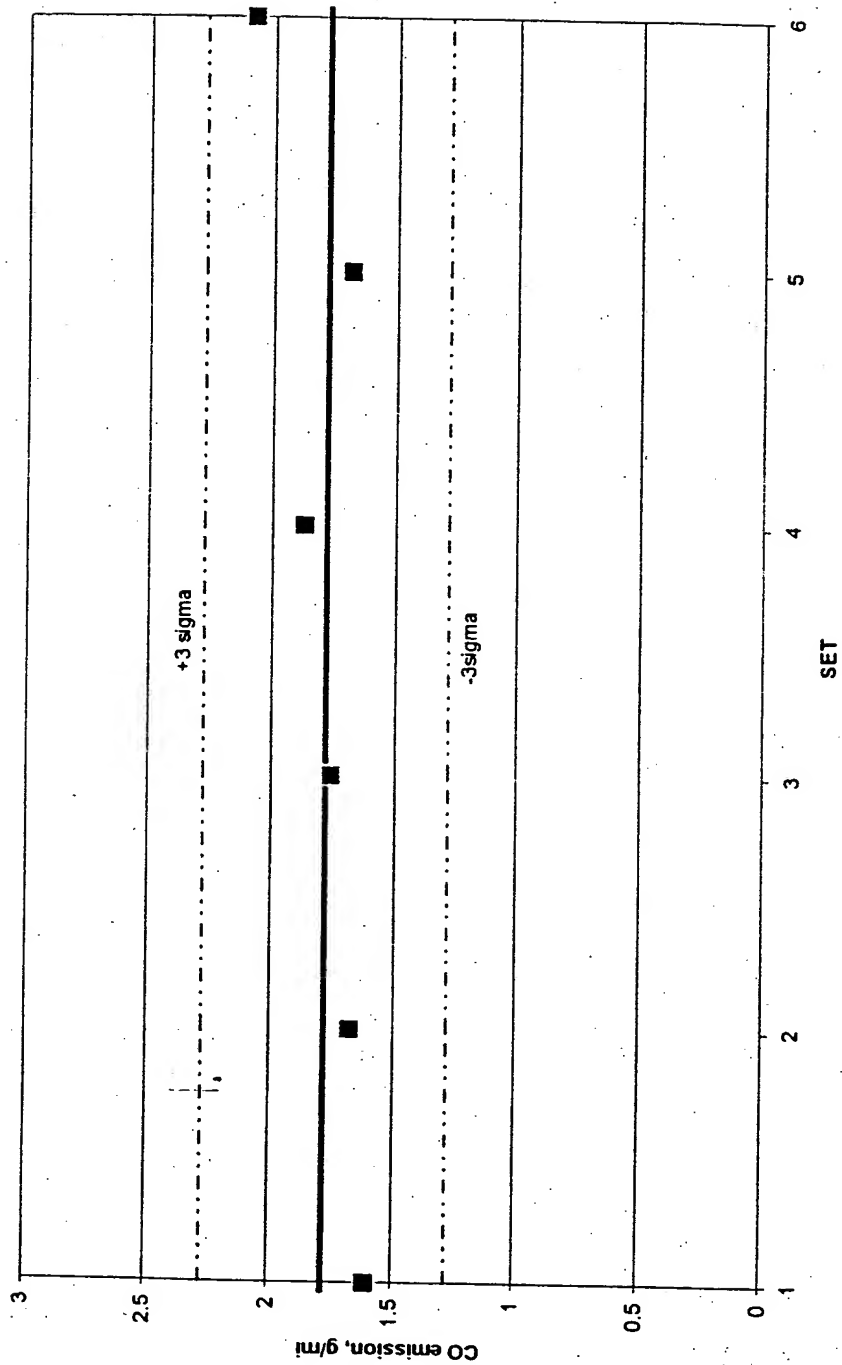


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

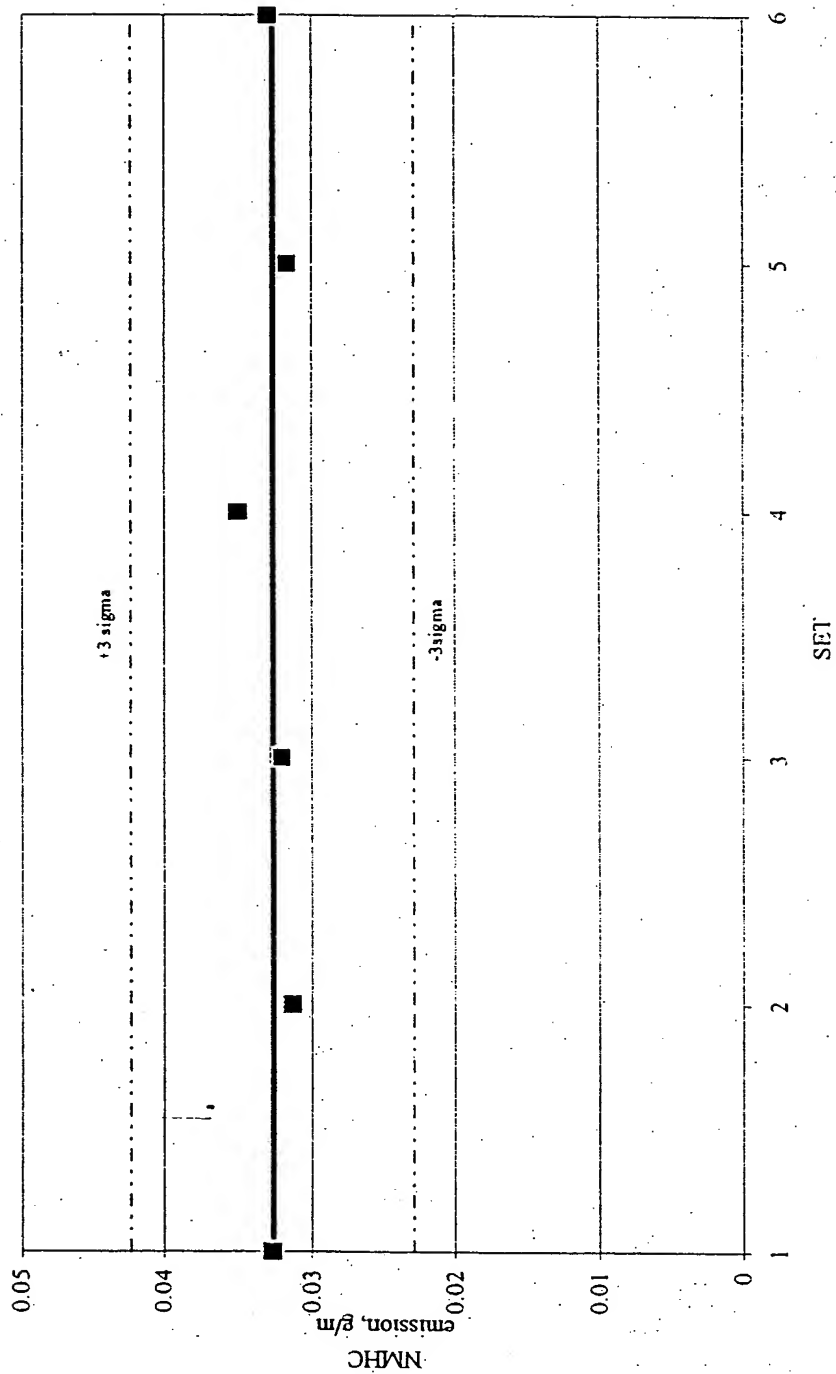


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

2000-2004

HOHDA

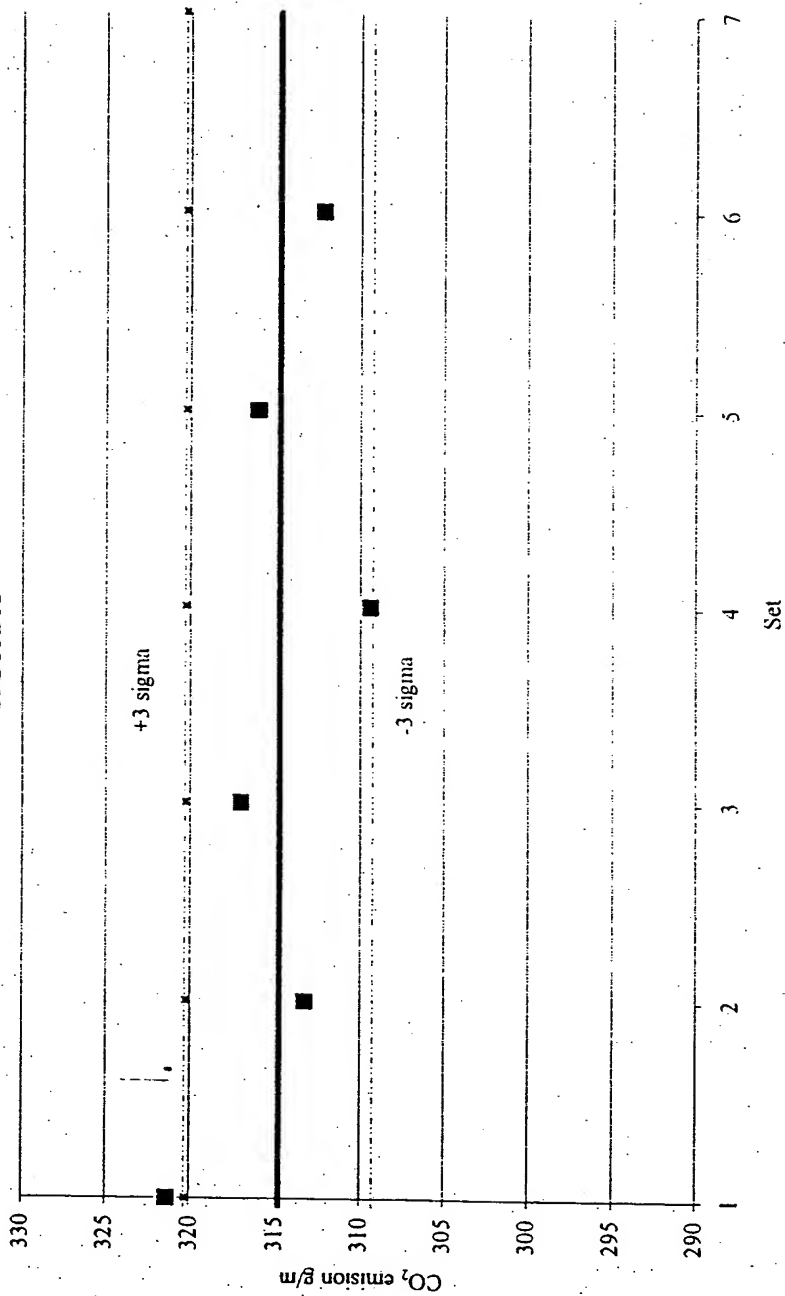


Figure 18: Shewhart Control Plot for CO₂ in the Honda Accord with the first three baselines excluded

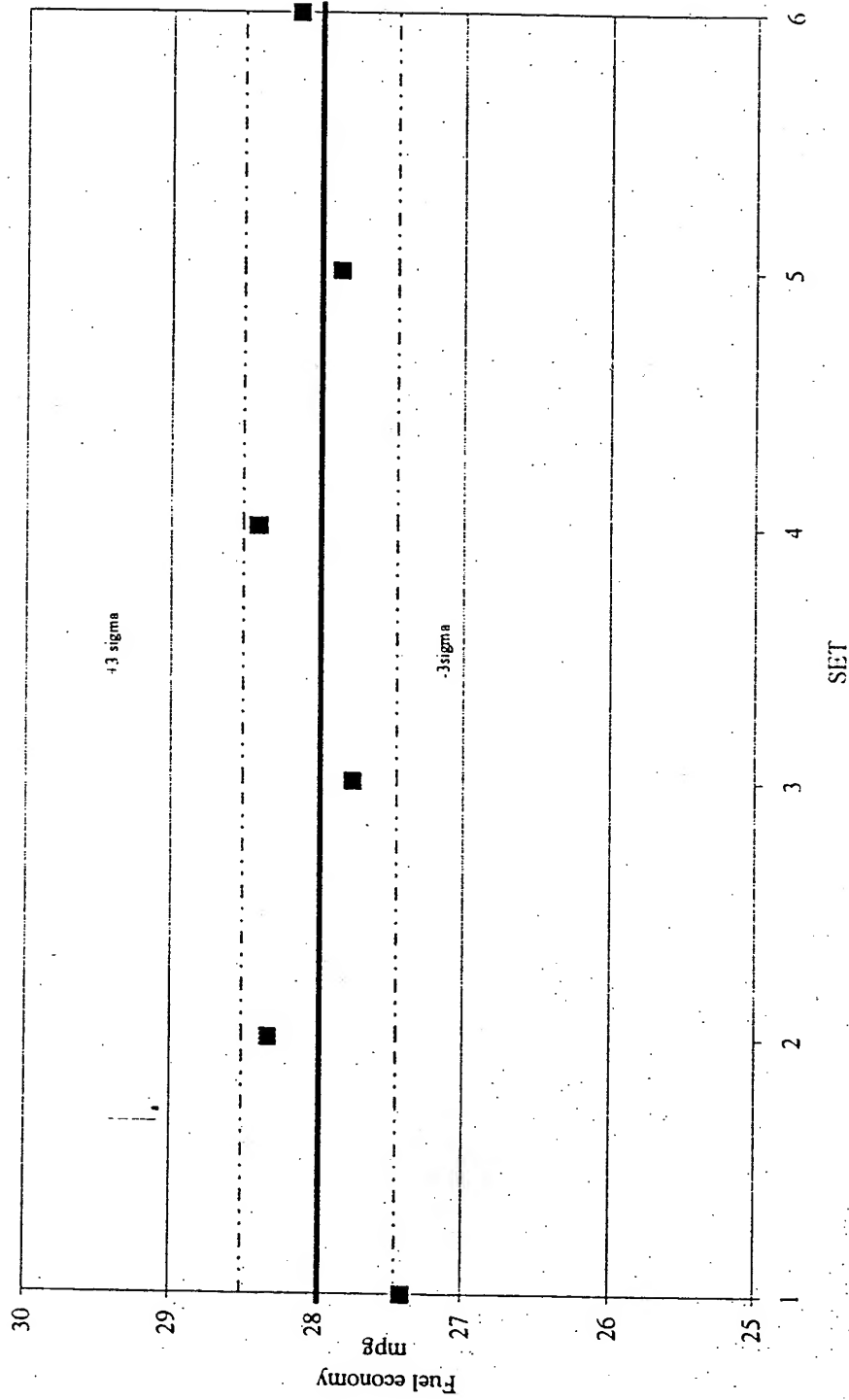
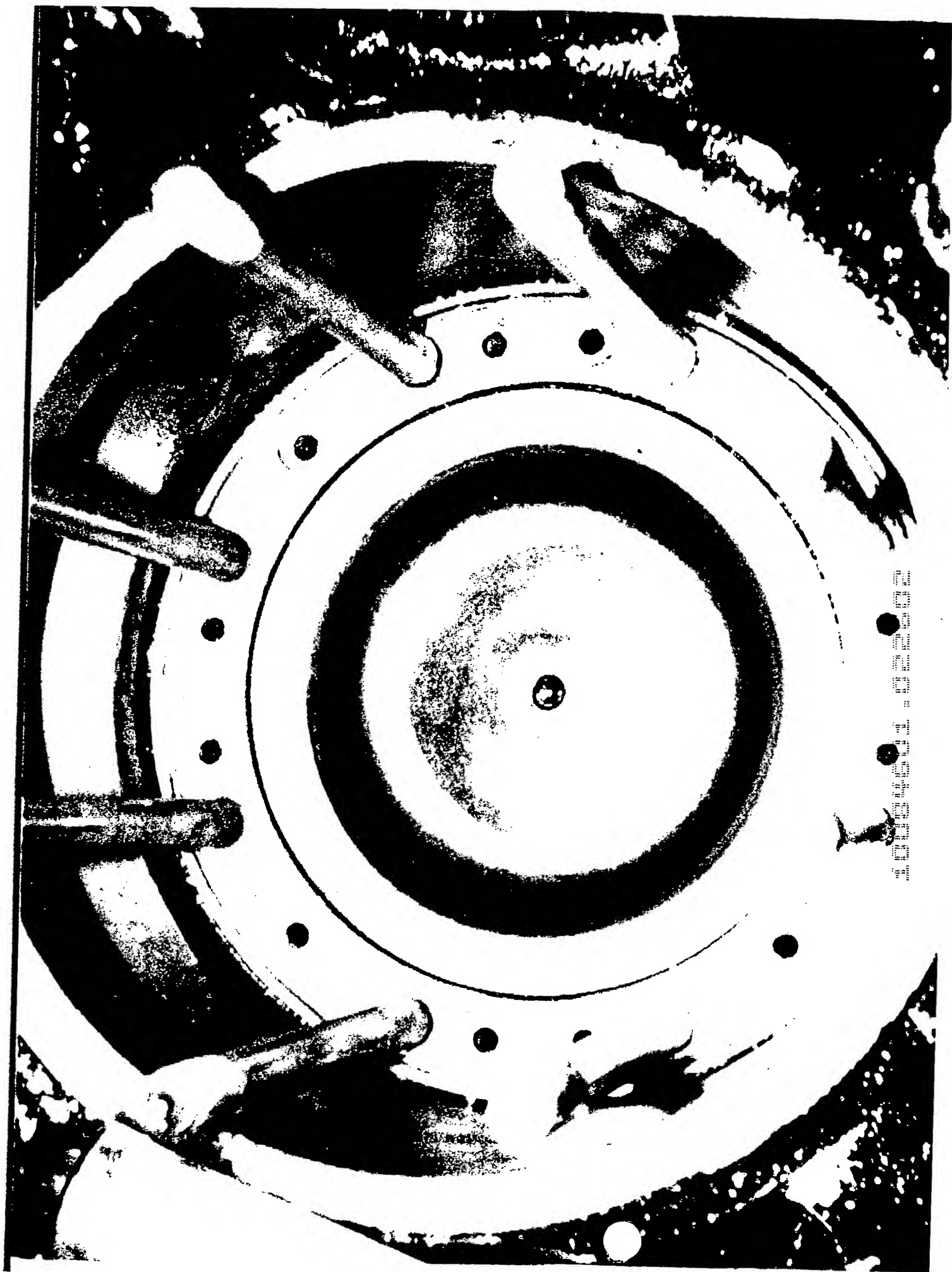
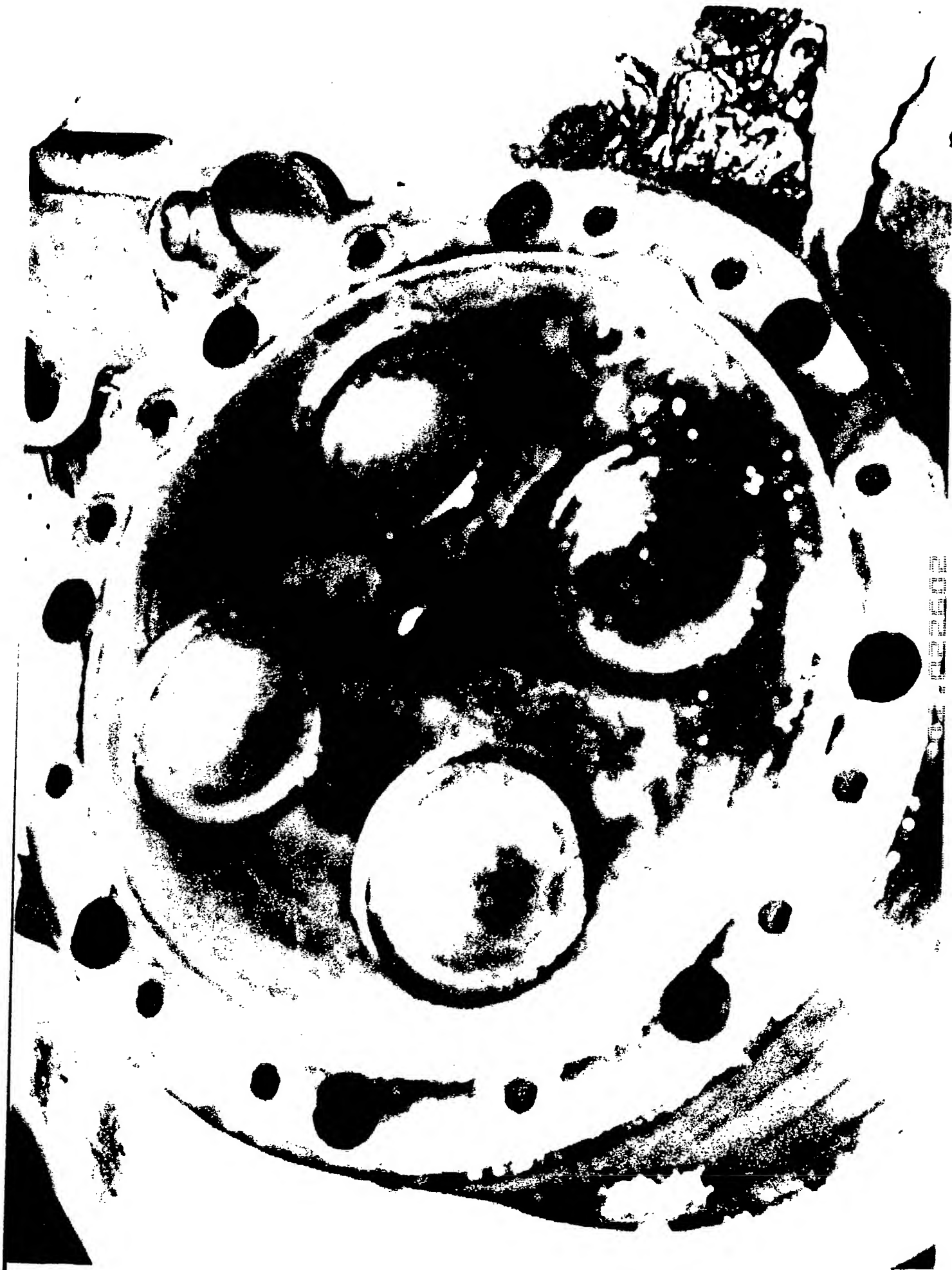
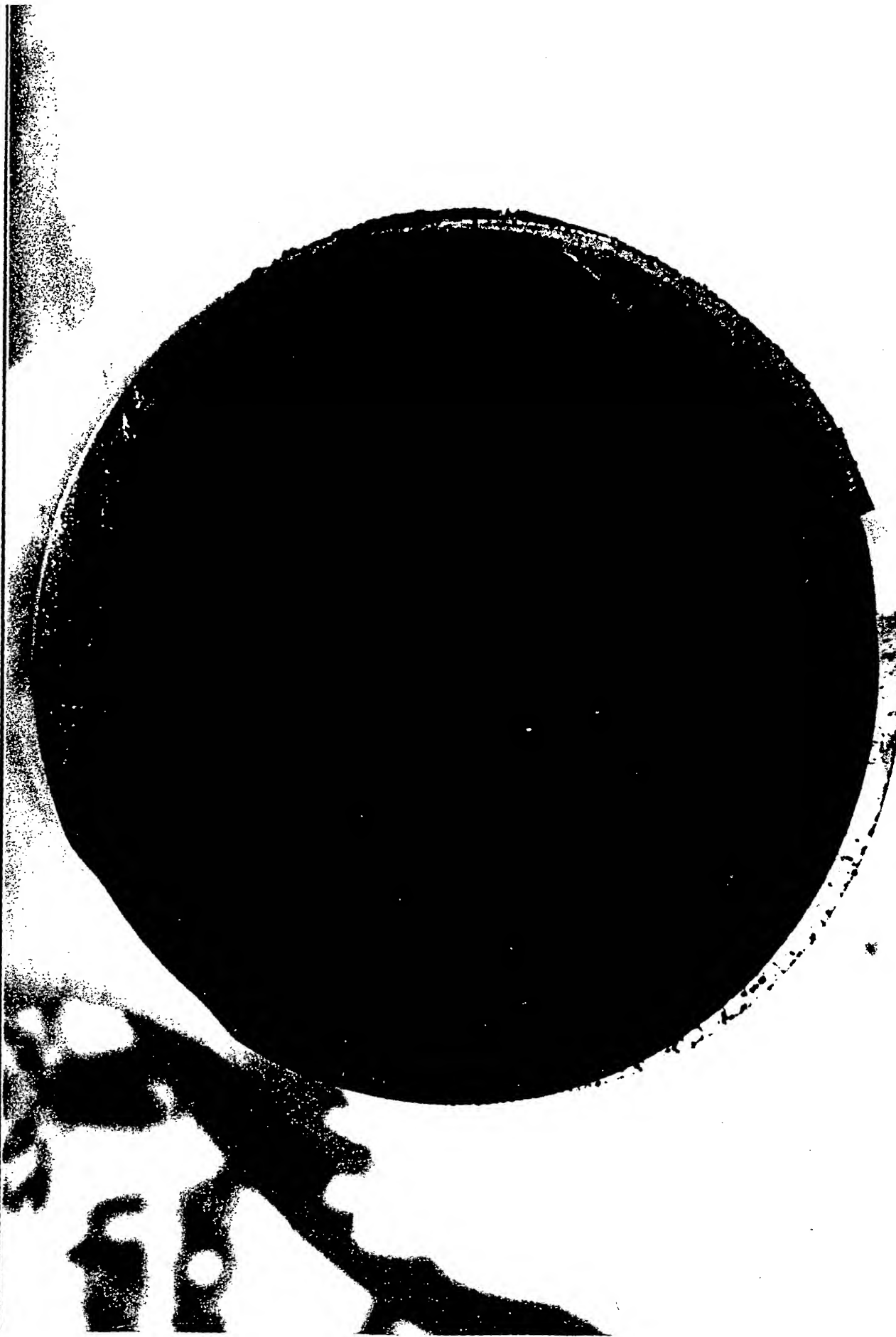


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded







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